

Montana and the sky

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PERIODICALS



Department of Transportation - Aeronautics Division

Vol. 44 No. 11

November 1993

Aeronautics Board Meets

By: Debbie Alke
Administrative Officer

The Montana Aeronautics Board met recently in Helena. Division staff presented activity reports and fiscal year end budget figures for the Division's earmarked and Yellowstone Airport proprietary funds.

Chairman Ron Mercer made the following appointments: Sharel Stroh, Havre, Vice-Chairman and Doug Freeman, Hardin, Secretary.

The Board approved preliminary engineering grants for the communities of Forsyth, Stevensville, Deer Lodge and Havre.

David Bennett, Thompson Falls, appeared before the Board to solicit assistance in a dispute that he is in with the Montana

Power Company regarding the operation of his small floatplane on the Thompson Falls Reservoir. The Board is awaiting a legal opinion from the DOT regarding ownership of the body of water and state laws which could possibly be in conflict with the floatplane restriction.

The Board is beginning to develop policies and procedures for the loan and grant/equipment funds that were established during the last legislative session.

The additional GA 2¢ aviation fuel tax became effective July 1. It is anticipated that each additional 1¢ will generate approximately \$85,000/year, but until some historical airline (scheduled passenger carrying) rebate data is available, these figures remain estimates.

It is predicted that loan funds will not be made available before April 1994. Loans will be for a maximum of ten-years at a fixed interest rate of one-half of the current prime rate, as established each January. (See related article)

The Board, as a pilot project, voted to purchase a satellite weatheration system for Miles City. Miles City will finance the monthly operational fees. System utilization will be monitored and evaluated by the Board.

In other action, the Board authorized the purchase of a non-directional radio beacon (NDB) for the Ennis Airport.

The Aeronautics Board will conduct a "Question and Answer" session during the aviation conference.

New Aeronautics Loan and Grant Programs

The 1993 Legislature passed the Montana Pilot's Association general aviation fuel tax bill which increased by 2¢ per gallon the tax on general aviation fuel. Each penny goes into separate account, 1¢ for airport loans and 1¢ for airport grants, navigation aids, safety improvements, weather reporting services and other aeronautical services for airports.

The Montana Aeronautics Board is responsible for the expenditures from these two accounts.

It is estimated that each penny will generate about \$85,000 per year and since the law only became effective July 1, there is currently very little money in these accounts.

Also, the scheduled passenger carrying airlines receive a 2¢ rebate, so it is yet unknown what the net balance is. It is anticipated that the airlines will apply for quarterly rebates, however they are allowed up to 14 months to apply.

The Aeronautics Board has been working on guidelines for the administration of these programs. During their October 22 meeting

the Board adopted an airport loan interest rate of 1/2 the prime rate based upon the rate provided by the Montana Board of Investments in January of each year.

These loans will be for up to 10 years. The Board is developing guidelines to be used in establishing priorities for each loan request. Airport loans will not be limited to a communities 10% required match for a 90% federally funded project as many Montana airports are not in the National Plan of Integrated Airport System (NPIAS) and thus may demonstrate a greater need for financial assistance.

Loan eligibility will also be for legitimate airport projects which may not meet FAA guidelines. Application for loans will be made to the Aeronautics Division for review and then presented to the Aeronautics Board for consideration. When the loan account deposits from the 1¢ general aviation fuel tax reach \$1 million this 1¢ tax will sunset and the account will then be self-sustaining.

See PROGRAMS, page 7

Administrator's Column

Product Liability Reform Progressing: The General Aviation Revitalization Act (HB3087) introduced by Congressmen Glickman, KS and Hansen, UT has now been co-sponsored by more than 240 (about 60%) Representatives. It is gratifying to learn that Congressman Pat Williams is among those co-sponsoring this legislation. If successful, this legislation will impose a 15-year "statute of repose" limiting civil actions against manufacturers after first delivery of an aircraft or first installation of a part. This is the 6th attempt to get a product liability bill passed and although HB3087 is drastically "watered down" it will be a dramatic move to correct the current law which has been catastrophic for the general aviation industry. During recent hearings it was reported that there has been a 95% decline in GA manufacturing in the past 15 years. Both the users and manufacturers are supporting the bill which is considered unique for product liability issues and for the first time organized labor has joined with their support. Opposition to this bill remains with the Association of Trial Lawyers of America. The larger American Bar Association has not been involved.



Cessna Commits to Resume Single Engine Manufacturing: Cessna Aircraft Chairman Russ Meyer has promised to re-enter the single engine production if Congress passes the General Aviation Revitalization Act (HB3087). Meyer stated that Cessna would produce about 2000 C-172, 182 and 206 airplanes within 24 to 30 months if HB3087 is successful and signed into law.



DUATS Gets Reprieve: Congress has reinstated the FAA Direct User Access Terminal Systems (DUATS) program for another year to the tune of \$9 million as part of the \$8.645 billion authorized for the FAA. The FAA wanted to drop the DUATS program due to the excessive cost.



Petition for Biannual Aircraft Inspections: The Experimental Aircraft Association (EAA) is supporting the petition to extend the current annual aircraft inspection interval to two years for private aircraft flying less than 200 hours which are not being used for flight instruction or being flown commercially. The petition was submitted to the Federal Aviation Administration (FAA) by EAA founder and Chairman Paul Poberezny.



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ALOA Scholarship

A Love of Aviation Scholarship (ALOA), the scholarship established last year by an anonymous donor due to the retirement of the Van De Riet Flight Scholarship will again be awarded in 1994.

The \$250 scholarship is to be used to help defray costs of flight instruction and will be presented during the 1994 Montana Aviation Conference in Billings.

Award of the scholarship will be based on applications in the form of a letter explaining the reasons for applying, future career goals, past aviation experience and any outstanding achievements.

Letters of application should be sent to Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call Debbie Alke at 444-2506 for more information. Letters must be received no later than January 31, 1994

99s Scholarship

The Montana Chapter of the Ninety Nines will award the third annual Esther Combes-Vance/Vern Vine Memorial Scholarship at the Montana Aviation Conference in Billings. The scholarship is to aid the financing of a female student pilot's flight training.

Applicants must be at least 16 years old, reside in Montana and receive training in Montana.

Interested applicants must submit an essay of approximately 500 words stating the reasons for wanting to learn to fly, including where the interest began and plans for their private pilot certificate. In addition, applicants must include their plans for contributing to the growth and betterment of the Montana Ninety Nines. Other applications materials are required.

For more information or to obtain an application call or write: Tina Pomeroy, 1214 West Crawford, Livingston, MT 59047, phone 222-6826; or write to Gail Sanchez-Eaton, 719 So. 9th, Bozeman, MT 59715.

The application deadline is February 10, 1994.

Spirit of Aviation Award

Dr. Jerald Cockrell, presented the Spirit of Aviation Award at the 1993 Montana Aviation Conference in Missoula. The award originated by Dr. Cockrell and presented to Ann B. Humble in 1993 is a non-aviation award that recognizes a Montanan who has made many lifetime contributions. The award is designed to educate and introduce non-aviators into the aviation community.

The recipient will be invited to the 1994 Montana Aviation Conference in Billings to accept the award.

The Aeronautics Division is seeking nominations for the 1994 Award. Please submit a short biography and cover letter to the Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call Debbie Alke at the Division for more info.

Calendar

Nov. 13 — MAAA Dinner Meeting, Colonial Inn, 6:30 pm, Helena.

Dec. 9 — MT Aviation Conference planning meeting, 5:30 pm at Baby Dof Machos, Billings. Call Debbie Alke at 444-2506.

Dec. 17 — Burrows retirement party, Helena Airport.

Jan. 25 — AMAA annual meeting, Heritage Inn, Great Falls.

Feb. 4 - 6, 1994 — Flight Instructor Refresher Clinic, Helena.

Feb. 23 - 26, 1994 — Montana Aviation Conference, Billings.

Jerry Burrows to Retire

After 34 years of active employment with the Aeronautics Division, Jerry Burrows is planning to "hang it up" and become active in his hobby of grandfather clock repair.

We are planning on throwing a retirement party for Jerry on Friday, December 17 in the Helena Airline Terminal lower level.

The time is 1730 hours (5:30 pm) so please plan to join us for a "farewell to Jerry". Come enjoy good food, cheer, friendship and a bit of a fun roast!

Please let us know if you plan to attend so we can make the necessary food and refreshment arrangements.

Address Change

The Helena Airports and Flight Standards District Offices have moved: 2725 Skyway Drive, Suite 1, Helena, MT 59601. Toll free number (800)457-9917.

If this is Tuesday ...

By: Dean Travis
age 64, Bigfork

I started flying in 1958 while living in Big Timber. I was employed as a salesman and covered all of Montana, western North Dakota and northern Wyoming. I put 65,000 miles on my car in one year and decided to think about a better way to cover my territory.

I got my Private Pilot's license in 1959 after soloing in just 8.3 hours in a Taylorcraft. This was the start of a love affair with flying and airplanes that has lasted all my life. Not an unusual statement from a pilot.

When I got my first plane, a Piper Archer II, only about 5 years ago I started thinking again about my desire to fly to every state in the U.S. and province in Canada. It wasn't until I was able to go "higher and faster" (obtained my current Cessna 182 RG) that I really thought I could do it. I now had the 3 necessary ingredients... the airplane, money and time (I retired in 1992.) A 1993 New Year's resolution was to just "do it".

I started planning in January by sending away for all the sectional charts and information needed. I wanted to see all this country from the air and to land in at least one airport in every state.

I decided to split the trip into two parts. While planning my stops, I tried to stay away from the big airports but tried to pick ones that had more than one runway in case of strong crosswinds. I made my first loop in March even though I knew I wouldn't have the best weather conditions.

First Loop

March 12, 1993. Left Glacier International Airport in Kalispell. First stop Walla Walla, WA, then John Day and Burns in OR, Winnemucca in NV and Redding, CA. This being my first day, I was really gung-ho and in the air for over 6 hours. I was tired when I landed at Redding that day. This trip was for fun, so I cut my daily flying time to about 4 hours flying/day.

March 13. The next morning, visibility was slightly above VFR. The weather report was "severe clear" south of Redding so I decided to go. Two stops... Porterville, CA and Prescott, AZ to spend the night. A lot of pilot

training goes on in Prescott and is the 50th busiest airport in the U.S. I believe it. Planes, planes everywhere!

March 14-17. Covered more states and landed in Tucumcari, NM; Childress, TX; Chickasha, OK; El Dorado, AK; Farmerville, LA; Natchez, MS; and Breton, AL. My wife thought I planned the trip by picking the airports with the oddest names. In Chickasha fuel was only \$1.50 per gallon... the cheapest on the whole trip. Also where the door handle fell forward when I got out of the plane and locked me out! Fortunately, the fixed-base operator had a box full of Cessna keys. The second one we tried opened the door.

March 18. My last stop for the day was Tallahassee, FL. The autopilot had quit working and one of the magnetos was making the engine run a little rough. It was late on Friday afternoon and I know I wouldn't be able to get any work done until the following Monday. I decided to fly home to Kalispell commercially. However, in addition to being Florida's capitol, Tallahassee is also the home of Florida State University. This weekend began spring break. Every student there was leaving. I felt very lucky when Delta finally found me a seat and I arrived in Kalispell the next day.

March 23-24. After a few days of "R and R" I flew back to Tallahassee. My nephew, Judd Bowles from Ennis, MT, joined me for this portion of the trip. The plane had been repaired so off we went to a couple of towns in GA, then Clemson, SC where Clemson University is located. A beautiful campus and stadium and kids were wind surfing on a lake near the campus... in March? After lunch we took off headed for eastern NC, but the weather was nasty so turned west and landed in Asheville, NC.

March 25-27. Miserable weather forced us to sight-see around Asheville. By the third day we were getting tired of Asheville. When the weather improved, it was forecast to be bad over our intended route of VA, WV and KY. We changed plans and headed west.

March 28-29. Got TN, MO, and KS under our belts and headed to Ft. Morgan, CO. I must have had Ft. Collins on my mind because after several calls to the airport with no response, my nephew finally figured out why.



March 30-31. Spent another bad-weather day in Ft. Morgan, then on to Wy to Ennis. I dropped Judd off and went back to Kalispell, concluding the first loop of my expedition. It wasn't the exact route originally planned. Weather was the major factor and grounded me for 6 of the 15 trip days. Total flying time so far was 42.4 hours.

Second Loop

I planned to start the trip right after Labor Day, but by August 27, I had my itinerary complete and was getting "antsy" to go. On August 30 the weather forecast showed good for the next three days so I decided to leave.

August 30 - September 1. First stop in Bozeman to take my mom to lunch. Then to ND, MN, WI, MI, OH and ended up in Erie, PA.

September 2. A real "cheek-squeezing" day! The weather briefer told me a cold front was about to arrive in Erie. I wanted to beat it and took off in marginal VFR weather headed northeast. I shouldn't have. After 10 minutes I wished I was back in Erie.

Visibility quickly got worse, the ceiling lower and the terrain higher. I couldn't even take my eyes off the horizon to do any navigation. I was just trying to keep flying without hitting a ridge or a tower. If I had seen an airport or good level cow pasture, I'd have landed.

After what seemed like an eternity, I remembered my GPS would show the "closest airport". I took a chance and glanced down to push the NAV button. It showed the closest airport 7.2 miles away on a heading slightly to the left. It happened to be Scandia Air

... it must be Vermont

Park, about 10 miles northeast of Warren, PA and I loved it. My knees were knocking when I turned off the engine.

Scandia Air Park has one hangar and one airplane which hasn't flown for quite some time. I think I know how the elderly owner of that plane must feel. That airplane is his last vestige of freedom and he can't bear to sell it. I walked to a farmhouse down the country road. Harold Beach, air park owner, was leaving for town and gave me a lift. In Warren, I rented a car and found a motel.

September 3. The weather was just as bad, but happy to be alive, I did some laundry and watched the weather channel.

September 4. The grass was long and very wet at Scandia Air Park and I didn't have a lot of runway left as I got airborne. I landed in NY and had a "vending machine" lunch. Then on to St. Georges, Quebec, to clear customs. The customs official arrived at the airport in his pick-up truck with his little boy who was dying to get into the airplane. His father wouldn't let him. He was obviously in a hurry because it was the fastest "customs check" I've ever experienced. I had to laugh when I read the trip permit he gave me; the box checked for MODE OF ENTRY was "Ship"!

Not many people speak English in St. Georges, and I don't speak French! The flying club manager called a cab and we went in search of a motel on this, the Saturday beginning Labor Day week-end. There wasn't a room to be found and \$20 later, the cabbie brought me back to the airport. The flying club manager let me sleep in a room over the hangar. Not fancy, but a mattress on the floor is better than a sleeping bag under the wing. Went to bed with no supper.

September 5. The flying club restaurant opened at 7 a.m. and I had a great breakfast! Spent this day flying up the St. Lawrence River and then to Moncton, New Brunswick. A glorious flying day and beautiful sites.

September 6. A short hop over to Prince Edward Island. I flew completely around the island, following the coast, before I landed at Charlottetown, P.E.I for the night. Transient aircraft are charged \$8.00 a night for parking and tie down. Outrageous is what I say! September 7. Weather wasn't good, I rented a

car and spent the day touring the beautiful island. Found a fisherman's supply store and purchased some gill net, which is required survival equipment for aircraft flying in northern Canada's sparsely populated areas. I hadn't been able to find any in the U.S.

September 8 - 9. A short hop over the ocean from P.E.I to Sydney, Nova Scotia for lunch. Fuel for the plane was 98 cents a liter... that's almost \$4.00 per gallon. Then on to St. Stephen, New Brunswick and Princeton, Maine to clear customs and to Presque Isle, Maine to visit some old friends.

September 10 - 12. VT, NH, MA, RI, CT (where I visited with a nephew and his family), on to NY, NJ, PA, MD and DE. I started enjoying the scenery a little too much and came within a mile or so of entering some restricted airspace near Collegeville, MD.

September 13. Many years ago, I worked for a company in NJ and traveled frequently down the Delmarvia Peninsula, name because three states are on it... Delaware, Maryland, and Virginia. I was anxious to see it from the air so headed south down the peninsula when taking off. Then I went west across the beautiful Chesapeake Bay to VA for my first landing of the day. Then NC, WV, and TN. There is a lot of haze in Appalachia and the Smokey Mountains (well-named). The tower in Tri-Cities, TN, told me the airport was at my 12 o'clock, four miles ahead, I still couldn't see it.

This evening the flight service station in Louisville, KY, called by wife in MT wondering if she had heard from me as I was 45 minutes late closing my flight plan and they planned to call search-and-rescue in 15 minutes. She spent a harrowing half-hour until they called her back to report that I was safely on the ground and that I HAD closed my flight plan a couple of hours earlier. Someone on their end had failed to communicate.

September 14 - 16. The forecast was for occasional moderate- to-severe turbulence below 6000 feet and it was right! Danville, KY in the middle of the state was my first stop and Bowling Green, KY my second. A cold front moving in from the north precluded any further travel. The cold front didn't move for the next 2 days and neither did I.

September 17. Weather finally improved just barely to VFR so I decided to try it. However, 50 miles later I landed at a nice little strip in Rough River State Park, KY due to poor visibility. I waited there for a couple of hours and then was off to IN, IL and ended the day in Kirksville, MO. I watched the weather channel that night and the next few days didn't look good. I talked to my wife and could tell she was about to ask me to go off on a genealogy expedition to a graveyard in Milan, MO, if I didn't get out of there FAST! I also didn't want to miss my 40th Class Reunion at Montana State University and was missing my family, so decided to leave my plane and fly home commercially.

September 28. After spending some time in Montana, I headed back to Kirksville, MO when the weather forecast predicted several days of good weather. I flew to IA, NE, SD and spend the night in Rawlins, WY.

September 29. Another great day... weatherwise, and also because I finally made it home. But not before I did a landing in UT and one in ID.

I used three rolls of film on the trip taking as I flew over, and also of every airport where I landed. Only the first and last rolls turned out. I don't think the second roll of film ever engaged in the gear inside the camera. We have had a similar problem with this #@**!! camera before. I plan to ask Santa for a new one this Christmas.

This loop took 60.9 hours of flying time and covered 26 states and 4 Canadian provinces.

The total trip was 103.3 flying hours and covered 48 states plus Quebec, New Brunswick, Prince Edward Island, and Nova Scotia. I now have a wall map that shows (with black stick pins) every airport where I landed on these 1993 trips. Other colored pins show other airports where I have landed over the years. There are now at least two pins in each of the lower 48 states and quite a few in Canada.

Next year? well, maybe Newfoundland, northern Quebec, and across Ontario, the prairie provinces, the Yukon and Northwest Territory, British Columbia and on up to Alaska. If you have an understanding wife and itchy feet (like I do), it's a great way to spend time... if you can wait out the weather.



The Russians Are Coming

By: Redge Meierhenry
Aviation Support Officer

Bill Reesman this summer passed through Helena on his way home to Portland, OR. Bill had performed at the Springfield, IL air show with his MIG-17, otherwise known as a MIG Meteor.

According to Bill his MIG-17 which was Chinese built, is put through the paces as a night aerobatics act. I'm sure its one of those mouth-opening spectacles to watch. Must have the afterburner on frequently throughout the event.

On his way to and from air shows, Bill cruises in his MIG-17 around 35,000 feet and can cruise for short durations at MACH 1.1. Gross weight scales in at 13,500 lbs. Impressively, this aircraft can take-off in around 1,900 feet and land needing 3,500 feet of runway.

Bill also speaks glowingly of the ruggedness and durability of the MIG jet. Perfect for air show demonstrations. Russian hardware is known for these attributes and apparently this jet is no exception.

Be on the lookout for Bill and his MIG-17. I'm sure his air shows are exciting to watch.

These two hot air balloons took advantage of a brisk morning recently and launched from the Helena Airport. "Puff" owned by Ed Chebul of Clancy and the Nitro Green balloon owned by Brad Culver of Helena can be seen drifting around the area when conditions allow.

After sulking last month because the International Balloon Fiesta was happening in Albuquerque without me, I thank Ed and Brad for the memories. It was wonderful.....even without the 0600 wake-up call, hot coffee and green chile breakfast burrito!



AOM holds Meeting

By: Debbie Alke
Administrative Officer

The Aviation Organizations of Montana (AOM) met recently in Helena. The ten-member board consists of a representative from each of the state aviation groups and an executive secretary/ treasurer. Kevin Grenier, MATA, serves as President and Tina Pomeroy, CAP, Vice-President.

The board was briefed on planning activities underway for the 1994 Montana Aviation Conference which will be held February 23-26 in Billings.

The 99s proposed that AOM establish a flight scholarship to be financed with conference proceeds. The Board adopted the proposal and will issue a \$500 annual scholarship for the next five years. The scholarship will be administered by the 99s with the first presented at the 1995 conference.

The AOM Board will meet in Billings during the aviation conference.

AOPA Christmas Cards Available

To support aviation safety programs in 1994, the AOPA Air Safety Foundation is again offering Christmas cards. In 1992, the first year of the program, pilots purchased well over half a million of the cards.

Veteran actor and pilot Cliff Robertson, a member of the Air Safety Foundation Board of Visitors, urges pilots to join him in spreading the aviation safety message through the cards.

Twelve card designs are available. A box of 25 cards can be purchased for \$17 to \$25. To guarantee delivery in time for use this Christmas, order must be received by December 9. Call AOPA at 800-210-5243.

EAS Update

By: Debbie Alke
Administrative Officer

The Governor's Essential Air Service Task Force (GEASTF) met November 4, in Billings to discuss recent legislation introduced by Congressman Gephart, Indiana. This bill, HR 3400 would implement Vice-President Gore's "reinvent government" program which would devastate the essential air service program. Congress recently passed legislation which funded the EAS program at a reduced level, which would not affect Montana's seven EAS communities for fiscal year 1994.

If enacted, HR 3400, will eliminate essential air service at Lewistown, Havre, Miles City and Glendive beginning fiscal year 1995.

The GEASTF has requested that Congressman Pat Williams offer an amendment to the bill to conform with language contained in the recently passed legislation. In addition, the GEASTF is working with Congressman Williams in an attempt to conduct a field hearing on this issue in Montana.

The GEASTF and Division staff will continue to keep a sharp eye on this legislation.

Airport Managers Association News

By: Redge Meierhenry
Aviation Support Officer

In conjunction with the Federal Aviation Administration Airport District Office seminar, the Montana Airport Managers Association met last month in Helena.

Of particular interest to the association members was a presentation by Mr. Tom Downey. Mr. Downey assisted Rick Griffith, Bert Mooney Airport Manager, in developing a comprehensive airport insurance specification using a Request for Proposal (RFP) format. This strategy allowed Mr. Griffith to obtain thorough coverage and higher insurance values for the airport.

Another important topic of discussion was the Montana Regional Fire Pit Update given by Ron Mercer, Helena Regional Airport Manager. That this training pit should be constructed was made clear by the difficulties that some of Montana's certificated airports are having in keeping their firefighters trained.

Mr. Tom Binford, President of the Association closed the meeting with a brief discussion on the Association's membership in the Montana Tourism Coalition and a video honoring Greg Isbill of Isbill Associates, Inc.

Aerotronics Open House

Aerotronics at Billings hosted a GPS/Avionics Seminar that brought several factory representatives toting their latest wares to the area. In conjunction with the seminar Aerotronics held an open house of its new hangar and office facilities.

A social-hour, bar-b-que, demonstrations and good times were had by the many aviation enthusiasts who took part in the festivities.



PROGRAMS, from page 1 _____

The grant program will be administered in much the same way as the loan program utilizing many of the same guidelines to prioritize.

Grants will be for items mentioned above.

They could also include such items as preliminary engineering grants which are given to communities for "seed" money to aid in financing the cost of retaining an airport engineer to kick-off an airport development project, airport lighting systems, airport beacons, unicom, runway cone and reflector markers, landing approach aids, satellite weather reporting systems, non-directional radio beacons, and other legitimate equipment.

Ownership of most of these items will remain with the Aeronautics Division, but must be maintained by the community.

Grant requests will also be sent to the Aeronautics Division for review and then submitted to the Aeronautics Board for consideration.

The first few years this program will be difficult as the requests will greatly exceed the amount of funds available.

FAA Issues Certificates

Single engine

Steven Fisher Great Falls
Tadashi Manabe

Private

Christopher Dewitt Opheim
Raymond Honey Missoula
David Smith Bozeman

CFI Renew

Jan Bloemendaal Great Falls
Dominique Bugnon Great Falls

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